

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

First Named Inventor:	Noriaki Onodera et al.	
Appln. No.:	10/585,472	
Patent No.:	7,828,917	
Filed:	July 6, 2006	
Title:	RAIL MANUFACTURING METHOD	
Examiner:	Deborah Yee	
Group Art:	1793	
Confirmation No.:	5909	

REQUEST FOR CERTIFICATE OF CORRECTION

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

Applicants respectfully request that a Certificate of Correction be issued due to an error relating to the Foreign Application Priority Data. The priority application and application date is missing. As stated on the Official Filing Receipt the application claims priority to PCT/JP2005/000427 filed on 01/07/2005 which claims priority to JP2004-004358 filed 01/07/2005. The Foreign Application Priority Data section should read as follows:

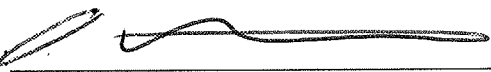
“Jan. 7, 2005 (JP)2004-004358”

Enclosed herewith, is a marked-up copy of the front page of the issued patent showing the error in red, along with a Certificate of Correction. Please forward a Certificate of Correction including the Foreign Application Priority Data section.

The Commissioner is hereby authorized to charge any deficiency, or credit any overpayment, associated with this filing to Deposit Account No. 50-2054.

Respectfully submitted,

Date: July 27, 2011

By 

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UNITED STATES PATENT AND TRADEMARK OFFICE CERTIFICATE OF CORRECTION

Page 1 of 1

PATENT NO. : 7,828,917
APPLICATION NO.: 10/585,472
ISSUE DATE : November 9, 2010
INVENTOR(S) : Noriaki Onodera et al.

It is certified that an error appears or errors appear in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

The "Foreign Application Priority Data" section is missing and should read as follows:

"Jan. 7, 2005 (JP)2004-004358"

MAILING ADDRESS OF SENDER (Please do not use customer number below):

Gary Abelev - Dorsey & Whitney LLP - 250 Park Avenue - New York, NY 10177
Registration No. 40,479

This collection of information is required by 37 CFR 1.322, 1.323, and 1.324. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1.0 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Attention Certificate of Corrections Branch, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.



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(12) **United States Patent**
Onodera et al.

(10) **Patent No.:** **US 7,828,917 B2**
(45) **Date of Patent:** **Nov. 9, 2010**

(54) **RAIL MANUFACTURING METHOD**

(56) **References Cited**

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Masaharu Ueda, Kitakyushu (JP);
Kazuo Fujita, Kitakyushu (JP); **Akira Kobayashi**, Kitakyushu (JP)

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(Continued)

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 494 days.

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(2), (4) Date: **Jul. 6, 2006**

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C21D 9/04 (2006.01)
C21D 9/06 (2006.01)

(52) **U.S. Cl.** **148/584**; 148/580; 148/585;
148/645; 148/646

(58) **Field of Classification Search** 148/581,
148/646, 584, 585, 580, 645

See application file for complete search history.

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Primary Examiner—Deborah Yee

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(57) **ABSTRACT**

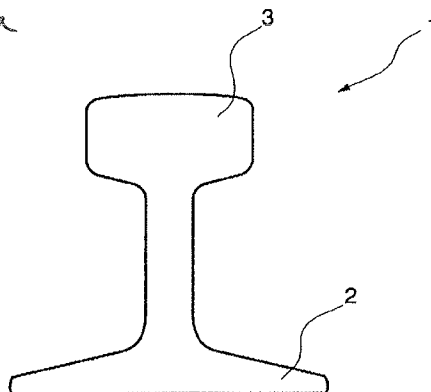
A rail manufacturing method is provided, in which a billet is hot-rolled into a rail form and the rail is cooled to ambient temperature. The foot part of the rail can be mechanically restrained to improve the straightness of the rail during at least the period of cooling where the surface temperature is between 800° C. and 400° C. In the subsequent cooling process, at least while the surface temperature of the foot of the rail is between 400° C. and 250° C., the rail is kept in an upright state, and cooled naturally without using insulation or accelerated cooling.

9 Claims, 1 Drawing Sheet

(30) Foreign Application Priority Data

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HEIGHT DIRECTION



WIDTH DIRECTION